2: Hickinbotham G-4, 5 (ca. 1931-ca. 1957)
1958 MM1 Aden MM1

the message was not sent through the proper channels. There is none of that nonsense. Too often are we in the West inclined to connect the Royal Air Force with destruction and death alone, bombing and rocketing and such-like punitive measures, but the tribesman in the Protectorate does not make that mistake. He is only too well aware of the other side of their work—the humane side—which is the least spectacular and seldom achieves the headlines in the daily papers in this country. The tribesman has seen the doctor arrive by air to tend the wounded and the sick, he has seen sick relatives borne off to hospital and he has seen food dropped from 'planes to the starving people in famine areas, and he does not always forget a kindness.

The most humanising and pacifying influence which any administration can exert is to encourage the construction of roads through previously inaccessible territory, and I was very keen on providing the Protectorate with as many good roads as possible, thereby following the excellent example of my predecessors and that great philanthropist Saiyid Sir Abu Bakr Al Kaff, K.B.E. who, at his own expense, to the tune of more than £1,000,000, constructed the first motor road from the Wadi Hadhramaut to Mukalla, thus linking the Wadi directly with the sea for the first time. Later, a second road was constructed farther to the east with funds provided by the Colonial Development Fund, and in the Western Protectorate the Aden-Dhala road was improved and plans made and funds earmarked to build a road from Aden to Beidha in the Yemen via Abiyan and up the great Audhali escarpment, and to improve the existing Aden-Yemen road through Lahej.

It was one thing to plan a road, to find the money for its construction and carry out the actual work, but it was quite another to ensure the safety of travellers along the new road. A lorry can carry several tons and a camel only three hundred pounds, so that one medium-sized lorry was equivalent to more than a dozen camels. Lorries average 20 miles an hour even on a bad road and can travel continuously day and night, while the camel can only manage 2½ miles an hour, and even less when heavily laden, and has to be given adequate rest. The

5:Gt. Brit., Colonial Office G-3 (1947) 1949 MM1 Aden MM1

kinds of fish are taken in fair quantity but no one species appears to predominate. Crawfish are reported as numerous on rocky bottoms, but they are only taken locally for sale fresh to Europeans. Oysters abound on the rocks between tidemarks and could no doubt be cultivated in several landlocked bays where markets are available.

In general, the fisheries appear to be promising but localised and seasonal, the fishermen tending to follow the shoals along the coast. A fishery based on a harbour might have to employ vessels of considerable ranged storage capacity if landings were to be kept constant throughout the year.

During the greater part of 1947 the Fisheries Officer was still under training in the United Kingdom, but the Fisheries Adviser to the Colonial Office himself spent a fortnight in the Colony and Protectorate early in the year and was much impressed by the quantity of fish available. By November an extensive survey of the fisheries resources of this area had been planned in London and a party, consisting of a fish oils chemist, a canning expert, a Political Officer and the permanent Fisheries Officer, arrived in Aden towards the end of the month. They were later joined by the Fisheries Adviser and a second Fisheries Officer was expected early in 1948.

By the end of the year, the two technical experts and the Political Officer were at work at Mukalla and the Fisheries Officer was at Aden starting to equip two vessels for experimental fishing.

OTHER INDUSTRIES

As already stated, the main industry is the bunkering of ships and the handling of cargo. These activities are in the hands of large firms, the labour employed consisting almost entirely of immigrant Yemeni Arabs who come south for a year or two, leaving their wives at home, and return when they have accumulated sufficient money.

There are some small factories owned by private companies. The chief are soap works, aluminium pressing of domestic utensils, cutting of button blanks from trochas shell, manufacture of cigarettes and dyeing and printing of cloth. These (with the exception of button blanks) supply the local demand and provide for export to adjoining territories.

Of industries organised among small producers, the principal one is the weaving of cloth, by one-man treadle-operated handlooms. This supplies Aden and adjoining territories. Small crushing-plants, with one camel turning a mill, extract sesame oil for cooking purposes.

The industries supplying the domestic market are mostly in the hands of individual craftsmen, or a master craftsman with a few assistants. Such are tailors, carpenters, blacksmiths, tinsmiths, garage mechanics, bakers, confectioners, potters, barbers, washermen and cobblers.

Lorries are owned in small fleets by merchants and contractors; conversely, the 65 buses are almost in individual ownership. Taxis are in small ownership, and mainly driven by Somalis.

As an example of the diverse nationality of business ownerships in Aden, the following are the main concerns and their proprietorship:

5:Gt. Brit., Colonial Office G-3 (1947) 1949 MM1 Aden MM1

3·4 miles having been laid down in 1947, but the majority are in water-bound macadam. There are in addition some 10 miles of streets in the two townships which have not yet been made up.

All bituminous and water-bound macadam roads are kept in reasonable repair, and as and when funds and materials permit, existing "earth roads" are made up. The usual specification is as follows: the carriageway is composed of 4 inches of bituminous macadam in two coats, 3 inches of coarse and 1 inch of fine, on 12 inches of hardcore foundation with 12 × 6 inches of rough chisel-dressed kerbing. Footpaths are of bituminous macadam or cement concrete on suitable foundations.

The mileage of roads in the Colony is as shown below:

Bituminous macadam roads	*Water-bound macadam roads*	*Unmade roads*	*Total*
30·80 miles	10·40 miles	18·70 miles	59·90 miles

The Development Committee recommended that £200,000 of the surplus funds of the Colony should be used for improving the roads, and £15,000 of this was provided in the 1948–49 Estimates.

The roads are well signposted, and traffic lines painted where necessary. Reflecting road studs are on order, and the use of these will reduce the cost of painting traffic lines. Street lighting is by electricity and the main roads in the built-up areas are well lit.

The maintenance of existing roads and the construction of new roads is carried out by the Public Works Department, and the total expenditure on this account during 1947 was £17,500.

The following vehicles have been registered:

	No.
Taxis	196
Omnibuses	64
Private Cars	990
Commercial Vehicles	472
Motor-Cycles	73
Horse Gharries	24
Camel Carts	44
TOTAL	1,863

Figures for bicycles are not available as they are not registered.

AIR

There are no internal air services, but two services of the British Overseas Airways Corporation and Clairways connect the Colony with Kamaran, Eritrea, Ethiopia, British Somaliland, Somalia (Mogadishu), Kenya, Sudan, Egypt and the United Kingdom. There is also a fortnightly service between Aden and Riyan (Eastern Aden Protectorate).

The Ethiopian Air Lines run a service between Aden and Addis

7: Gt. Brit., Colonial Office G-3 (1949-50) 1951 MNI Aden mm1

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The Island of Perim was visited early in 1950, when a good haul of sharks was made by the fishery vessel. Shark lines have been lent to the inhabitants, but the poorness of their boats, the bad weather and the roughness of the bottom led to the loss of many hooks. The Administrator of Perim has been granted funds to provide a motor sambuk during 1951, of which the Perim water-plant foreman will be engineman.

OTHER INDUSTRIES

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The industries supplying the domestic market are mostly in the hands of individual craftsmen, or a master craftsman with a few assistants. Such are tailors, carpenters, blacksmiths, tinsmiths, garage mechanics, bakers, confectioners, potters, barbers, washermen and cobblers.

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Lorries are owned in small fleets by merchants and contractors; conversely, the 60 buses are almost all in individual ownership. Taxis are in small ownership, and mainly driven by Somalis.

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As an example of the diverse nationality of business ownership in Aden, the following are the main concerns and the nationality of their proprietors:

Salt Works	Italian, Indian
Soap Works	French
Dyeing and Printing	French, Indian
Aluminium Factory	Indian
Shipping Agencies	British, Indian, French
Ship-owning	British, French, Arab, Indian

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There are no co-operative societies.

Aden has no agriculture, forests or mines. Animal husbandry is confined to the keeping of a few hundred cows for dairy purposes.

7: Gt. Brit., Colonial Office G-3 (1949-50) 1951 MM1 Aden MM1

All roads are kept in reasonable repair, and as and when funds and materials permit, existing unmade roads are surfaced. 491

The Colony has : 499

Bituminous Macadam Roads	*Water bound Macadam Roads*	*Unmade Roads*	*Total*
56·07 miles	6·30 miles	11·9 miles	74·27 miles

The Development Committee has recommended that £200,000 of the surplus funds of the Colony be used for improving roads, and £37,500 of this sum was spent in making up new roads in 1949 and 1950.

The roads are well sign-posted and traffic lines provided where necessary. Road reflecting studs are also fitted on dangerous bends and some narrow roads. All street lighting is by electricity, and most main roads and the majority of the secondary roads are lighted. 491 487

The expenditure on roads during the years 1949 and 1950 was £74,000. 653

The following vehicles were registered at the Police Traffic Office : 493 ●

	1949	1950
Taxis	196	196
Omnibuses	61	61
Private cars	1,419	1,115
Commercial vehicles ..	337	322
Motor cycles	76	74
Horse gharries	12	6
Camel carts :		
Water carts	30	36
Loading carts	58	64
Bicycles	132	126

POSTS AND TELEGRAPHS

There are four post offices in the Colony, two in the Eastern Protectorate and one at Kamaran. There are also 21 postal agencies in the Eastern Aden Protectorate. Money order business is transacted at the four post offices in the Colony, at one in the Protectorate and at Kamaran. Communication with all parts of the world is maintained mainly by the use of the British Overseas Airways Corporation services. 205

Cable & Wireless Ltd. provide cable and telegraphic communication with all parts of the world and operate a wireless telegraph station which works to Perim Island, Kamaran, Mukalla and Seiyun in the Eastern Aden Protectorate, and to adjacent countries, i.e. French and British Somaliland, Ethiopia, Yemen, etc. 206

The overseas radio-telephone service with the United Kingdom was formally opened on 17th July, 1950, by the Secretary of State and His Excellency Sir Reginald Champion. The service is also extended to Kenya, Uganda and Tanganyika and it is hoped that eventually it will be available to India.

The automatic telephone exchange continues to be congested and there can be no substantial improvement until a new exchange

8:Gt. Brit., Colonial Office G-3 (1951-52)1954 MM1 Aden MM1

493 Lorries are owned in small fleets by merchants and contractors; conversely, the 60 buses are almost all individually owned. Taxis are 471 in small ownership, and mainly driven by Somalis.

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Salt Works	Italian, Indian
Soap Works	French
Dyeing and Printing . . .	French, Indian
Aluminium Factory . . .	Indian
Shipping Agencies . . .	British, Indian, French
Ship-owning Firms . . .	British, French, Arab, Indian

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311 Aden has no agriculture, forests or mines. Animal husbandry is 231 confined to the keeping of a few hundred cows for dairy purposes.

Chapter 7: Social Services

EDUCATION

Department and Policy

647 The Department comprises the Director of Education, the Arab 658 Education Officer and Assistant Education Officer, the British Education Officer for the Protectorate, and the Accountant. Stores are issued from the Department, but the two Government colleges, Aden College and the Technical College, maintain their own stores under supervision.

The policy of the Department is to provide primary and intermediate education for all boys and girls within the Colony, and higher education on a selective basis leading to scholarships abroad; to give as full training as possible to men and women candidates for the teaching profession; and to provide within and beyond the framework of the system aids to education and to a good cultural background. The Department also gives financial and other assistance to a considerable number of assisted and independent schools.

871 The educational programme in Government schools, which is followed closely by other schools, consists of four years of primary schooling, three of intermediate, and four of secondary. A selective examination is held for entry into the Government Intermediate School at the end of the primary course, and another selective examination

S.Gr. Brit., Colonial Office G-3(1931-32)1934 MMI Adm/MMI

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NEW POWER STATION UNDER CONSTRUCTION IN THE COLONY

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STREET SCENE IN THE COLONY